

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4995.

廿五日九月九十二緒光

SATURDAY, NOVEMBER 14, 1903.

五拜禮

號三十月十一英港香

\$30 PER ANNUAL.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED..... Yes 24,000,000
CAPITAL PAID UP..... 18,000,000
CAPITAL UNCALLED..... 6,000,000
RESERVE FUND..... 9,210,000

Head Office:—YOKOHAMA

Branches and Agencies:
TOKIO, KOBE, LONDON, NEW YORK,
NAGASAKI, LYONS, SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI, TIENTSIN, PEKING.

THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND.....

Sterling Reserve..... \$10,000,000 } \$16,000,000

Silver Reserve..... \$ 5,000,000 }

RESERVE LIABILITY OF PROPRIETORS..... \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMPKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, N. A. Siebs, Esq.
E. Goett, Esq. H. W. Slade, Esq.
C. Michelau, Esq. C. A. Tonnes, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellum, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:

Shanghai—H. M. BEVIS,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital..... \$1,000,000
Paid up Capital..... 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | J. Scott Harston, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.
Chief Manager,

GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed..... 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current
ACCOUNT. DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903

[16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL..... \$2,000,000
SURPLUS AND UNDIVIDED PROFITS..... \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VIEUX ROAD.

General Banking and Exchange business
transacted.
INTEREST ALLOWED
On Current Accounts at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits:
For 3 months 2½ per cent. per annum.
" 6 " 3½ "
" 12 " 4 % "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [68d]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in... Gold \$4,000,000... £820,000
Surplus (Reserve) Gold \$4,000,000... £820,000

Total Gold \$8,000,000... £1,640,000

Capital and Surplus authorised, Gold \$10,000,000
= £2,550,000

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issues Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½ per cent. per annum.
" 6 " 4 % "
" 3 " 3 % "

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL
CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [100e]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 15TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.
CHÉFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic
Orders Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3½ per Annum Fixed Deposits for 3 months.

4 % " " 6 "

5 % " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

CAPITAL PAID-UP..... £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 2 PER CENT. PER
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 % "

" 3 " 2 % "

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [12]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, COLOMBO, PORT SAID and
MALTA..... SHANGHAI..... About 13th Freight and
A. Thompson, R.N.R. Passage.

VOKHOMA VIA SHANGHAI,
MOJI and KOBE,
(Passing through the Inland Sea). MANILA..... About 16th Freight and
H.G.H. Lewellin, R.N.R. November Passage.

YOKOHAMA VIA SHANGHAI,
MOJI and KOBE,
(Passing through the Inland Sea). H.G.H. Lewellin, R.N.R. About 20th Freight and
November Passage.

SHANGHAI..... BALAARAT..... F. R. Summers..... About 11th Freight and
December Passage.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, COLOMBO, PORT SAID and
MALTA..... FORMOSA..... B. H. W. Snow..... About 11th Freight and
December Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th November, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

*HAMBURG..... WEDNESDAY, 25th November.

PRINZ HEINRICH..... WEDNESDAY, 9th December.

KONIG ALBERT..... WEDNESDAY, 23rd December.

KIAUTSCHOU..... WEDNESDAY, 6th January, 1904.

SACHSEN..... WEDNESDAY, 20th January, 1904.

BAUERN..... WEDNESDAY, 3rd February, 1904.

GERA..... WEDNESDAY, 17th February, 1904.

SEYDLITZ..... WEDNESDAY, 2nd March, 1904.

PREUSSEN..... WEDNESDAY, 16th March, 1904.

ROON..... WEDNESDAY, 30th March, 1904.

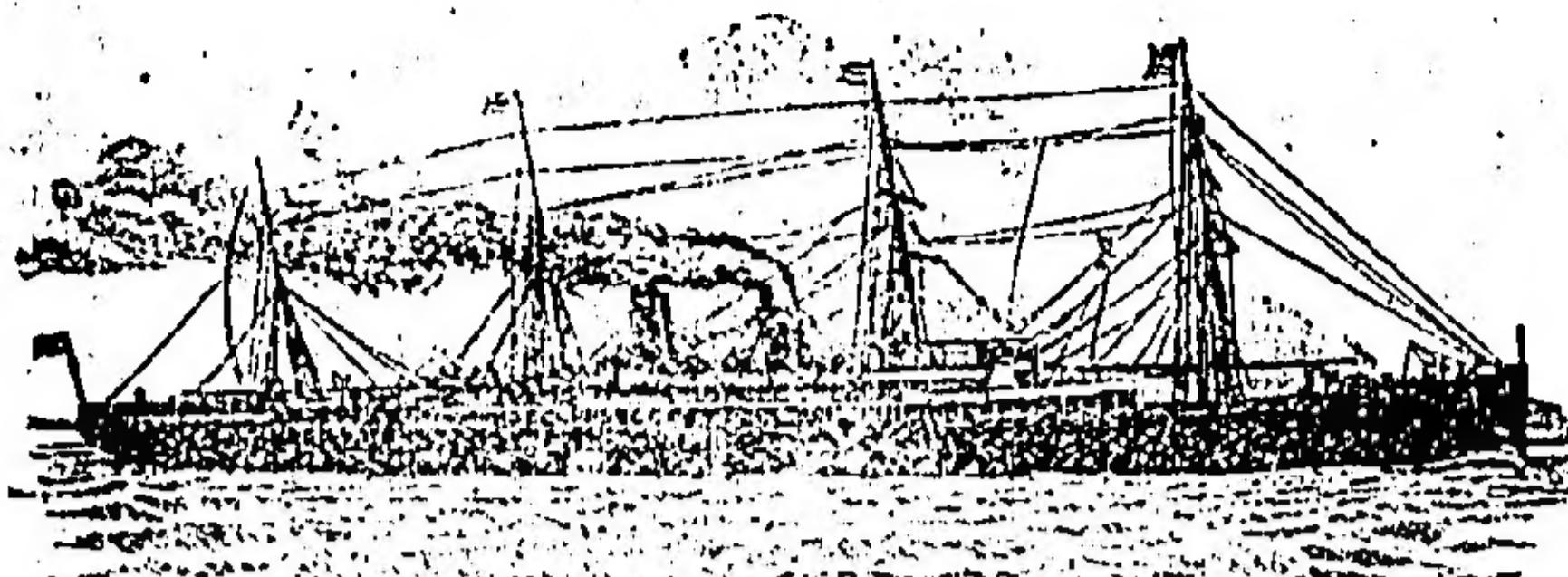
*HAMBURG..... WEDNESDAY, 13th April, 1904.

PRINZ HEINRICH..... WEDNESDAY, 27th April, 1904.

*Steamers of the

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	6,307 Gross Tons	TUESDAY, 24th November, at Noon.
"SIBERIA"	11,281	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	4,354	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	6,307	FRIDAY, 18th December, at Noon.
"KOREA"	11,276	SATURDAY, 26th December, at Noon.
"GAELIC"	4,205	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	6,317	SATURDAY, 9th January, at Noon.
"CHINA"	5,669	TUESDAY, 19th January, at Noon.
"DOBIC"	4,784	FRIDAY, 26th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, v. Daylight, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line at San Francisco, the greatest part of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Hongkong, 14th November, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.

(CALLING AT SHANGAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th November.
"	"	WEDNESDAY, 16th December.
"	"	WEDNESDAY, 13th January, 1904.
"	"	WEDNESDAY, 27th January.
"	"	WEDNESDAY, 10th February.
"	"	WEDNESDAY, 24th February.
"	"	WEDNESDAY, 1st March.
"	"	WEDNESDAY, 9th March.
"	"	WEDNESDAY, 30th March.
"	"	WEDNESDAY, 20th April.
"	"	WEDNESDAY, 27th April.
"	"	WEDNESDAY, 11th May.

This magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Itines of Passage, &c., apply to D. E. BROWN, General Agent, Peader's Street.

Hongkong, 1st September, 1903.

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D. E. BROWN, General Agent, Peader's Street.

Hongkong, 1st September,

SAMSHUI TRADE REPORT.

Intimations.

THE

ROBINSON
PIANO
Co., LTD.

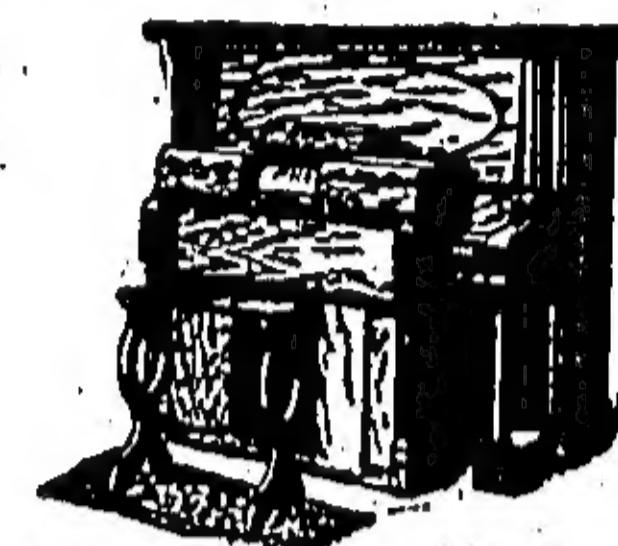
NOTE.

ENTIRELY
NEW STOCK
ARRIVING.
SPECIALY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.

GREAT REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.

THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415c]

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONG KONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK,
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager

Hongkong, 2nd April, 1903. [29]

Intimations.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOLE'S PREPARATION

never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases—on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anaemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc., is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION
OF TRADE MARKS

NOTICE is hereby given that CARLOWITZ & CO., carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have on the 26th day of June, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

1. The Representation of an Anchor.
2. The Representation of a Chinese Boy riding a Bicycle.
3. In the Name of CARLOWITZ & CO. who claim to be the Proprietors thereof.

The said Trade Mark Nod. 1 is intended to be used by the Applicants forthwith in respect of the following Goods:—

Iron and Steel Pig or Cast, Iron Rough, Iron Bar and Rail including Rails for Railways, Iron Bolt and Rod, Iron Sheet and Boiler and Armour Plates, Iron Hoop, Lead Pig, Lead Rolled, Lead Sheet, Wire, Copper, Zinc and Gold in Ingots in Class 5.

Sewing Machines, Weighing Machines, Machine Tools and Mining Machinery in Class 6.

Knives, Forks, Scissors, Shears, Files and Saws in Class 12.

Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.

Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gilt and Ornament Work in Class 14.

Window and Plate Glass, Painted Glass, Glass Mosaic and Glass Beads in Class 15;

Boats, Chain Cables and Rigging in Class 21.

The said Trade Mark Nod. 2 has been used by the Applicants since the month of October, 1901, in respect of the following Goods:—

Knives, Forks, Scissors, Shears, Files and Saws in Class 12.

Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.

Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.), Sheffield and other Plated Goods and Gilt and Ornament Work in Class 14.

Cotton Yarn, and Sewing Cotton not on Spools or Reels, Sewing Cotton on Spools or Reels in Class 23.

Cotton Shirts and Long Cloth in Class 24.

Cotton Lace, Cotton Braids and Cotton Tapes in Class 25.

Linen and Hemp Yarn and Thread in Class 26.

Linen and Hemp Piece Goods in Class 27.

Linen and Hemp Goods (not included in Classes 26, 27 and 30) in Class 28.

Jute Yarns and Tissues, and other Articles made of Jute (not included in Class 30) in Class 29.

Silk, spun, thrown or sewing in Class 30.

Silk Piece Goods in Class 31.

Silk Goods (not included in Classes 30 and 31) in Class 32.

Yarns of Wool, Worsted or Hair, in Class 33.

Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.

Woollen and Worsted and Hair Goods (not included in Classes 33 and 34) in Class 35.

Hats of all kinds, Caps and Bonnets, Hosiery, Gloves, Boots and Shoes, and other ready-made Clothing in Class 36.

Envelopes, Sealing Wax, Pens, (except Gold Pens), Ink, Playing Cards, Blotting Cases and Copying Presses in Class 39;

and Umbrellas, Walking Sticks, Brushes and Combs in Class 50.

Facsimiles of the said Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-signed.

Dated the 14th day of August, 1903.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
8, Des Voeux Road Central,
Hongkong. [90c]

THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120c]

Intimations.

THE WORD OF HONOUR.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

All Claims must be sent in to me on or before the 23rd instant or they will not be recognised.

No Fire Insurance has been effected.

J. STAURT THOMSON,
Acting Agent,
Hongkong, 13th November, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th November, 1903. [134c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"
FROM LEITH, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th November, 1903. [143c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, HAMBURG-AMERIKA
LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ HEINRICH,"
of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.

All Claims for damage must be sent in before the 23rd November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 11th November, 1903. [165c]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY, CALCUTTA,

BOMBAY, ADEN, DJIBOUTI, EGYPT,

MARSEILLE, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th November, 190

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

AERATED - -
WATERS.

THE WATER we use is THE
PUREST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST INGREDIENTS only
are used,

GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS
Manage our Factories, and their
practical knowledge and constant
supervision enable us to produce
waters of unrivalled excellence and
purity.

A. S. WATSON & Co.,
LIMITED,
ESTABLISHED 1841.

TELEPHONE NO. 150.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.
DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

Hongkong, 29th August, 1903.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL" Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.

Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.

[355e]

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).-

DAILY—\$10 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional to the number of days in the month, are as follows:

10 cents per day for the first 30 days; 12 cents per day for the next 30 days; 15 cents per day for the remaining days.

10 cents per week for the first 4 weeks; 12 cents per week for the next 4 weeks; 15 cents per week for the remaining weeks.

The rates per quarter and per month, proportional to the number of days in the month, are as follows:

10 cents per day for the first 30 days; 12 cents per day for the next 30 days; 15 cents per day for the remaining days.

The rates per week are as follows:

10 cents per week for the first 4 weeks; 12 cents per week for the next 4 weeks; 15 cents per week for the remaining weeks.

The rates per month are as follows:

10 cents per month for the first 4 months; 12 cents per month for the next 4 months; 15 cents per month for the remaining months.

The rates per year are as follows:

10 cents per year for the first 4 years; 12 cents per year for the next 4 years; 15 cents per year for the remaining years.

The rates per quarter are as follows:

10 cents per quarter for the first 3 quarters; 12 cents per quarter for the next 3 quarters; 15 cents per quarter for the remaining quarters.

The rates per month are as follows:

10 cents per month for the first 3 months; 12 cents per month for the next 3 months; 15 cents per month for the remaining months.

The rates per week are as follows:

10 cents per week for the first 4 weeks; 12 cents per week for the next 4 weeks; 15 cents per week for the remaining weeks.

The rates per day are as follows:

10 cents per day for the first 30 days; 12 cents per day for the next 30 days; 15 cents per day for the remaining days.

The rates per hour are as follows:

10 cents per hour for the first 30 hours; 12 cents per hour for the next 30 hours; 15 cents per hour for the remaining hours.

The rates per minute are as follows:

10 cents per minute for the first 30 minutes; 12 cents per minute for the next 30 minutes; 15 cents per minute for the remaining minutes.

The rates per second are as follows:

10 cents per second for the first 30 seconds; 12 cents per second for the next 30 seconds; 15 cents per second for the remaining seconds.

The rates per millisecond are as follows:

10 cents per millisecond for the first 30 milliseconds; 12 cents per millisecond for the next 30 milliseconds; 15 cents per millisecond for the remaining milliseconds.

The rates per microsecond are as follows:

10 cents per microsecond for the first 30 microseconds; 12 cents per microsecond for the next 30 microseconds; 15 cents per microsecond for the remaining microseconds.

The rates per nanosecond are as follows:

10 cents per nanosecond for the first 30 nanoseconds; 12 cents per nanosecond for the next 30 nanoseconds; 15 cents per nanosecond for the remaining nanoseconds.

The rates per picosecond are as follows:

10 cents per picosecond for the first 30 picoseconds; 12 cents per picosecond for the next 30 picoseconds; 15 cents per picosecond for the remaining picoseconds.

The rates per femtosecond are as follows:

10 cents per femtosecond for the first 30 femtoseconds; 12 cents per femtosecond for the next 30 femtoseconds; 15 cents per femtosecond for the remaining femtoseconds.

The rates per attosecond are as follows:

10 cents per attosecond for the first 30 attoseconds; 12 cents per attosecond for the next 30 attoseconds; 15 cents per attosecond for the remaining attoseconds.

The rates per zeptosecond are as follows:

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10

TELEGRAMS.

(Reuters.)

The King and Queen of Italy's Visit to England.

London, 12th November.

It is officially announced that the King and Queen of Italy will arrive at Portsmouth on the 17th instant on board the Royal Yacht *Vittoria* and *Albert* escorted from Cherbourg by a British squadron.

The Macedonian Atrocities.

Seven hundred and eighty men of the Frizzend Battalion have been tried at Salonika for atrocities in the Vilayet of Adrianople; seventy-five were acquitted and the remainder banished to Yemen.

LATER.

France—Church and State.

Mr. Combes, speaking in the Senate, said that in the course of the session the Government would introduce a Bill prohibiting members of congregations to engage in education of any form; the Government had deferred applying the prohibition to the ordinary clergy pending the decision on the question of the separation of Church and State which would probably come before Parliament in 1904. The Government was determined to end the present situation which disturbed the moral tranquillity of the country. The speech has made a great sensation.

(Manila Cables news.)

Bulgarian Conspiracy.

Vienna, 10th November.

Several Bulgarian officers have been arrested in Sofia, Bulgaria, for plotting against the throne of Prince Ferdinand.

Gold Coinage in Panama.

Colon, 10th November.

The new republic of Panama, which had been formed, or rather is now being formed out of the Department of Panama, of the State of Colombia, is to be on a gold basis from its start. The leaders of the revolution who will be the heads of the new government, announced this to-day. From its initiation the republic will guard against the evils of other South and Central American republics which suffer from a debased coinage.

Empress Dowager to Leave Peking.

Peking, 9th November.

The Dowager Empress is making speedy preparations to leave here. The difficulties in which the Empire has become involved have seriously unsettled her mind, and fearful of safety, she will attempt to elude those who see chaos in her undignified flight. Trouble is momentarily expected and great excitement prevails.

U.S. Transport "Sheridan."

Honolulu, 9th November.

The transport *Sheridan* has arrived here from San Francisco, all well on board.

U.S. Senator Dead.

Philadelphia, 9th November.

Senator Stephen B. Elkins is dead. Elkins has long been a power in the politics of Pennsylvania and exercised considerable influence in the United States Senate.

Candidates for the Speakership in U.S.A.

Washington, 8th November.

The republican caucus has agreed upon the Honourable Joseph Cannon of Illinois as the party candidate for speaker of the House of Representatives.

The Democratic caucus has agreed upon Representative Williams of Mississippi.

(Japanese Exchanges.) Russia Apologizes for the Hagiwara Incident.

Seoul, 4th November.

The Russian authorities have apologised to Mr. Hagiwara; but Russian soldiers continue to instigate the mounted bandits in the neighbourhood of Ryong-an to commit outrages on the junkmen who carry Japanese. The Russian ships at the place fire guns at random every night and a strict watch is still kept on Japanese. It is believed here that the Japanese authorities will not be satisfied with a nominal apology.

(Osaka Mainichi.)

War Still Possible.

London, 4th November.

The reports from Russia regarding the situation in the Far East are again of a bellicose description.

All passports for officers in the Reserves have been interdicted.

Three additional Regiments for service in Manchuria are being formed.

Reported French Intervention.

London, 2nd November.

The *Gaulois* (Paris), in the course of an article on the visit of Count Lambsdorff to Paris, and the meeting between the Russian Foreign Minister and M. Delcassé, attributes to the French Government an intention to unite with Russia in bringing pressure to bear upon Japan to conform to Russian requirements.

The *Gaulois* adds that the French Minister to Tokio has been instructed accordingly.

The *Daily World's* London correspondent says: The projected scheme for the construction of a new admiralty graving dock at Esquimalt, if carried out, will be a great boon, not only to Pacific station but to the Chinese station, where so many immense first-class battleships and cruisers are stationed. The flagship *Grafton* could scarce scrape through the entrance of the existing dock and would only have a foot or two of water below her on the 1st, whilst first-class cruisers of the *Spartiate* and *County* class could not enter at all. The 65' feet entrance of the dock limits its occupants to 8,000 tons cruisers.

THE "EMPERESS"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 7th November.

Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice, and Commander Moore, I.N., M.S. Sivis, Naval Assessor. The Imperial Chinese Government, the owners of the cruiser *Kwang Tai* v. the owners of the steamers Empress of India,

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Lieut. Chang's examination in chief continued)—I went from the bridge in a few minutes to the deck to inspect the damage done by the collision. On the port side I saw a gig and a cutter damaged and a gun on the port-quarter swing round, the muzzle pointing forward. The gun carriage was broken. This was a 40-pounder gun. The muzzle would ordinarily project more than a foot from the side of the ship. There was no other damage there, but below the waterline the water was pouring into the ship; but I cannot exactly locate from where. Before the collision, while I was on the bridge, I did not lose my presence of mind. I did not feel anxious even, because I thought the overtaking ship would keep out of the way.

Mr. Sharp remarked that defendants did not suggest the cruiser's officers lost their presence of mind on account of the Empress behind them, but on account of a junk in front of them.

Witness—I saw a small light as of a junk on our port side. Junks usually carry a common glass lamp, giving a light visible with the naked eye on a night like this at about two miles' distance. We use telescopes on our ship and have them on the bridge and use them from time to time. I scanned the horizon several times and saw this junk, but it was not in the way and I did not lose my presence of mind. It looked as though the Empress would pass the cruiser very close, but the Captain gave no orders to give any particular signals to her. From my experience in the navy I considered a safe distance for a steamer to pass another ship would be a mile.

Mr. Sharp—I should think to pass a Chinese man-of-war that would be perhaps a safe distance.

Mr. White-Cooper put in tracings of the original plans of the *Quangtai*, sent down from Foochow.

Witness—The ran of the *Quangtai* projects 13 feet from the bow. The *Quangtai* takes about six minutes to swing round in a complete circle when going at full speed. The diameter of the circle would be about 700 yards, and the circumference more than 2,000 yards. That would be with the helm hard over. The figures are those which have been told to me; I have only been two months on board and have not tried by myself.

His Lordship asked if any witness would be called to state that turning trials had been made on the ship.

Mr. White-Cooper feared not since the Captain was drowned.

His Lordship remarked that it was quite evident witness did not know how long it would take to swing round.

Witness—I had been to Hongkong and back, once on the *Quangtai*, but had not been on any naval manoeuvres with her.

His Lordship thought it right to intimate the impression made on the expert minds of the Assessors and suggested that it was not worth while to continue this line of evidence. Mr. White-Cooper was, he said, really cross-examining his own witness.

Witness—Our bowsprit is 20 feet long. I left the *Quangtai* after the collision at 1.30 a.m. in one of the Empress's boats. The Empress was then lying about a mile off. The effect of the collision was not to take the way off the *Quangtai*, which drifted, however, some distance, though I do not know which way. I saw the *Quangtai* sink, stern first. After the collision occurred, but not until just before the *Quangtai* sank, I saw some junks. These came very nearly up to the *Quangtai*. The junk I saw before the collision was about two or three miles off.

Wong-tsoon (cautioned): I am employed in the Foochow Arsenal. I was the student of the designer of the *Quangtai* when she was built. The original plans are at the Arsenal. The tracings produced are correct. They were not made by me.

Lieut. Chang, recalled and cross-examined by Mr. Sharp: I was assistant navigating lieutenant of the *Quangtai*. On this particular night the Captain was himself navigating the ship during the whole of my watch. From 11 p.m. onwards the Captain did not leave the bridge; all the orders as to navigation were given by him. I myself first observed the Empress at 11 p.m. but others on the cruiser had seen the lights earlier. I was told the light was astern before I looked round and saw it. When I saw the light it was dead astern; there were two masthead lights visible. A little later I saw also the two side lights. The Empress was, as nearly as I could tell, in a line with us. Every time I looked round I still saw the two side lights astern. I saw them about five minutes before the collision. Between that time and the collision I did not look round again. It was quite correct that five minutes before the collision the Empress was dead behind, was overtaking us quickly, but that I did not take the trouble to look round again. At 11.15 the first report was received from the lookout at the stern. The ships were then about six or seven miles apart. The captain gave the order that the *Quangtai* was to keep her course. The quartermaster would not have changed his course if this order had not been given. No measures were taken by the *Quangtai* to avoid the collision, except to keep her course. I know the duties of an overtaken ship. I consider it the right thing for an overtaken ship, when another is right behind simply to keep her course.

Mr. Sharp—Then I think you will have much to learn before you leave this Court.

Witness put the models in the positions he considered the ships occupied before the collision and then moved them through the stages of the collision. In answer to further question he said: The bows of the two ships swung apart before the bow of the Empress got up as far as the *Quangtai*'s bridge. I did not see the bow myself; I only saw the light on it, when the bows were swinging apart. It was the two aft boats of the *Quangtai* that were carried away. Our foretop had already been taken down on account of typhoon. At no stage whatever of the collision did the bows of the two vessels come together. Our bowsprit never struck the bow of the Empress nor did our port bow strike the starboard bow of the Empress. The course of the *Quangtai* was not changed just before the collision in order to avoid a junk. The course of the *Quangtai* had not been changed on account of a junk the whole time I was on the watch. Just after passing Lamock Island we saw a large steamer pass us on our port. Her lights were visible on our port bow the whole time, but she was a long way off. Our course W.S.W. was subject to a 5° deviation. We have a deviation table in the compass box. The deviation table was tested for this particular voyage and was 5° W. I do not know whether the hole made in our port quarter was large or not. It took an hour and three-quarters for the ship to sink. When the water began to pour in the Commander gave orders to have the pumps worked. I suggested putting a sail over the hole, but this was not done. There ought to be proper collision mats on board, but I had only been on board two months and did not know whether there were any or not. I made the entries in the log for my watch. The times of the changes of courses were entered in the log in the "remarks" column, and only the actual course being made was entered in course column each hour. The entries I made in the course column were correct. According to the book the course at 9 p.m. was W.S.W.; at 10 p.m. it was also W.S.W. In the remarks column was an entry that at 9.30 p.m. the course was altered to S.W. by W. 78° W. magnetic. No notice was taken of that alteration in the course column. At 10 p.m. the actual course was W.S.W. again but there was no entry in the log to show how it got back there. Sometimes the intermediate changes were not entered. I do not know whose notation we use in recording the weather in the log. "C" means "cloudy, mist." During the whole of my watch on this night the weather letter is "M," which mean mists. In spite of that we saw the Empress about eight or nine miles away and saw the stars sometimes. The moon rose after the collision occurred. It was a clear night generally, but there was a slight, cloudy mist about. The vessel was seen at the distance named by the aid of glasses. The night was dark, the wind S.W., with a force of 2, according to the log.

Mr. Sharp—I put it to you that the night was as nearly as possible calm and that what wind there was E.?

Witness—No, it was S.W.

Mr. Sharp—in your preliminary act you say that the wind was blowing on the port bow?

Witness—Yes.

Mr. Sharp—Supposing the wind was very light from the East and you were travelling W.S.W. you would make a considerable wind yourselves?

Witness—Yes.

Mr. Sharp—Would not the effect in those circumstances be that the wind would be on your port side?

(To be continued.)

THE BANGKOK FREIGHT WAR.

The freight war between the North German Lloyd and the Rickmers line of steamers is at last at an end, the larger company having bought up the five vessels belonging to its rival. This is a repetition of a similar struggle with the Scottish Oriental S. S. Co. The era of cheap freights and passenger rates is now over, though it is well known that both sides have suffered severely by the protracted competition. It is stated the German line must have lost about £50,000 in obtaining the victory. The Chinese tonnies were the biggest gainers by the struggle and they will soon find that the cost of a trip from Hongkong to Bangkok has increased considerably. Formerly, they paid less for making the journey than they would have for living on shore during the same space of time. It is also more than probable that freights between the two ports will augment considerably, as the N. D. L. has now nearly all the carrying trade in its hands.

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In their report, dated 13th inst., Messrs. Benjamin, Kelly and Potts state:

During the period under notice business has again been very limited and the only noteworthy movement in the local market has been a rise, owing to the fall in exchange, in the value of Hongkong and Shanghai Banks. The Hongkong Steam Waterboat Company, Limited, has advertised its third ordinary annual meeting of shareholders for the 24th November. The transfer books will be closed from the 10th to 24th instant, both days inclusive.

Banks—Hongkong and Shanghai Banks have continued to advance and close in demand at \$642. The "London" rate rose to £65 during the earlier part of the week but has since receded to £63. Nationals have improved to \$29.

Marine Insurances—China. Traders have been placed at \$60 at which rate more shares are required for. All other stocks are quiet at quotations.

Fire Insurances—Hongkong Fires are on offer at \$320. China Fires are also dull and without business at \$90.

Shipping—Further transactions in Hongkong, Canton and Macao Steamboats at \$318 have to be recorded. Indo-Chinas have still further fallen and are in the market at \$23. China and Manilas are obtainable at \$19, and Douglas Steamships are steady at \$31. There are buyers of Star Ferries (old issue) at \$26, and the new shares can be procured at \$16. Shell Transports are still asked for at \$18. Taku Tugs have inquiries at Tls. 36. Shanghai Tugs are unchanged.

Refineries—China Sugars have improved to \$79 with no business to report. Luzons are at \$10.

Mining—Punjoms have been sold at \$16 Charbonnages are offering at \$600. Raubs remain unchanged at \$8. Chinese Engineering are out of favour at Tls. 6.

Docks, Wharves and Godowns—Hongkong and Whampoa Docks have further strengthened their position, and shares can be placed at \$203, but until higher prices are offered we do not expect to see many shares changing hands. Earichams, after touching Tls. 126, have receded to Tls. 120, at which rate sales have been effected. Kowloon Wharfs have found buyers at \$86. Hongkong Wharfs have dropped to Tls. 215, and are obtainable at the rate. New Amoy Docks are on offer at \$38.

Lands, Hotels and Buildings—Hongkong Lands have been disposed of at \$12. Shanghai Lands are in request at the advanced rate of Tls. 101. Hongkong Hotels are still offering at \$147. Business has again been done in Humphreys Estate at \$103, and China Providents are wasted at \$9.

Cotton Mills—No change to report.

Cigar Companies—Sumatras have been sold at Tls. 50.

Miscellaneous—Green Island Cements have changed hands at \$224, and are in further request. A. S. Watsons have been booked at \$14, and Electrics continue in request at \$12 (old), and \$64 (new). Hongkong Steam Waterboats have again been dealt in at \$15. Dairy Farms can be placed at \$13. According to the report just published, the net profit for the year ending 31st July, 1903, (including \$2,662.68 brought forward from last account) amounts to \$17,529.90 from which it is proposed to pay a dividend of \$1.25 per share, absorbing \$12,500; to transfer to reserve \$2,000; and carry forward \$3,029.90. Hall and Holt keep steady at \$34. The Company has declared an interim dividend of \$2 per share payable in Shanghai on the 16th instant. Transactions in Langkats are reported at Tls. 280, Tls. 285 and Tls. 28

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW AND LIVERPOOL "PROMETHEUS" On 17th November.
GLASGOW AND LIVERPOOL "PELEUS" On 28th November.
GLASGOW AND LIVERPOOL "DARDANUS" On 5th December.
GLASGOW AND LIVERPOOL "YANGTSZE" On 12th December.
S.S. "PROMETHEUS" left Singapore 10th inst. p.m. and is due here 17th inst.

HOMEWARDS.

FOR STEAMERS TO SAIL
GENOA, MARSEILLES & L'POOL "NINGCHOW" On 20th November.
LONDON & ANTWERP "POLYPHEMUS" On 24th November.
MARSEILLES, L'DON & A'WERP "HYSON" On 8th December.
LIVERPOOL "ACHILLES" On 15th December.
MARSEILLES, L'DON & A'WERP "PROMETHEUS" On 22nd December.
MARSEILLES, L'DON & A'WERP "DARDANUS" On 5th January.
* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, "PELEUS" On 30th November.
NAGASAKI, KOBE AND YOKOHAMA. S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL

SHANGHAI "KWELLIN" 16th November, at 5 P.M.
KOBE "CHANGSHA" 16th
AMOY and MANILA "WUHANG" 17th
MANILA "TSINAN" 17th

PORTE DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE "TSINAN" 17th

MANILA "KAFONG" 18th
CEBU and ILOILO "HUFEE" 19th
SHANGHAI "WHAMPOA" 20th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For Sailing Dates.

ZAFIRO 2540 R. Rodger MANILA (DIRECT) ... SATURDAY, 21st Nov., at 10 A.M.
RUBI 2540 R. W. Almond ... " SATURDAY, 28th Nov., at 10 A.M.
PERLA 1980 J. McGinty —

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 14th November, 1903.

PORLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship. Tons. Captain. To Sail
"INDRAFURA" 4,999 A. E. Hollingsworth Nov. 14, 1903.
"INDRASAMHA" 5,197 W. E. Craven Dec. 14,

"INDRAVELLI" 4,899 R. P. Craven Jan. 14, 1904.
Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers. Captains. Sailing Dates.

FOR ANPING "MAIDZURU MARU" T. Saito WEDNESDAY, 18th Nov.
FOR FOOCHOW "ANPING MARU" J. Poto SUNDAY, 22nd Nov.
FOR TAMSUI "DAIJIN MARU" T. Ogata SUNDAY, 22nd Nov.
FOR TAMSUI "DAIGI MARU" T. Kitano FRIDAY, 27th Nov.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamer will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River ports, as well as for North China ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, No. 8, Des Voeux Road Central.

Hongkong, 14th November, 1903.

T. ARIMA, Manager.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [1804]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [1322]

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain SAMUEL DE SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M., and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
and Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073]

FOR KOBE, NAGASAKI AND WLADIWOSTOCK.

THE Steamer

"KOWLOON."

Captain Stehr, will be despatched for the above Ports, on MONDAY, the 16th instant, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th November, 1903. [1346]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the

Military Authorities that GUN PRACTICE

will be carried out from the undermentioned

Batteries, and on the dates as specified

opposite:—

Southeast West in a South-Westerly direc-

tion at a range of about 2,000 yards,

on the 20th November, 1903.

Lyemun (Syan) at a range of about 4,000

yards to the North of Futan Chau

and 4,800 yards along the Western

shore of junk bay, on the 21st Novem-

ber, 1903.

Practice will commence at about 9 A.M.

daily, and end about 11 A.M. daily, if the range

is clear.

If the weather is unfavourable on any of the

above dates, practice will be carried out on the

23rd instant.

By Command, F. H. MAY,

Colonial Secretary.

Hongkong, 12th November, 1903. [1357]

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU Ernest Bent ... 3,869 FRIDAY, 20th November, at 11 A.M.

ROSETTA MARU H. S. Smith ... 3,876

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager. [1712]

TOYO KISEN KAISHA

SAFETY SOAP.

DISINFECTANT POWDER.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & CO.,
Bank Buildings.

Hongkong, 9th March, 1903.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the

Continental Hospitals of Berlin, Vienna, Rome,

Paris, and elsewhere, combines all the benefits to be sought in a medicine of the kind, and surpasses everything hitherto

employed.

Therapion No. 1 is a

marked improvement over

the old French Remedy.

It is a powerful antiseptic, and

removes all the symptoms of

various diseases.

It is a powerful antiseptic, and

removes all the symptoms of

various diseases.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

GENERAL DRAPERS & HIGH CLASS DRESS-MAKERS.

DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send, for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress or pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

HOSEYER.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

November 14th.

HIGH CLASS
GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
28, Queen's Road.

UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-cetes in large variety.

LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilicias, Black, Backs, &c.

BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

TABLE COVERS

In all the newest designs and makes.

CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

QUILT AND BLANKET DEPT.

Silk-covered Elder Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

DOMESTIC.

Zinc, Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

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Iron, Wire and Rubber Door Mats.

TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willeiden Canvas, Solid, Leather, etc.

LADIES' HAT BOXES.

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,
MANAGER.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4895.

廿九九九年十月六日

SATURDAY, NOVEMBER 14, 1903.

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英港十一月四十號

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SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

TARO HODSUM,

Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michenau, Esq. C. A. Tones, Esq.
H. Schubart, Esq. E. S. Whealer, Esq.
E. Shellin, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER.

Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4% per Cent per Annum.
For 6 months, 5% per Cent per Annum.
For 12 months, 6% per Cent per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shing, Esq. J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5% [15]

Hongkong, 12th May, 1903.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,80,000

Gold \$7,80,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4%

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [19]

INTERNATIONAL BANKING
CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in Gold \$4,000,000 820,000
Surplus (Reserve) Gold \$4,000,000 820,000

Total Gold \$8,000,000 1,640,000

Capital and Surplus authorised, Gold \$10,000,000
= £3,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries on
every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½% per annum.

" 6 " 4%

" 3 " 3%

HONGKONG BRANCH:

20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager.

Hongkong, 26th May, 1903. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENSIN.

PEKING.

THE Bank purchases and receives for collection
Places of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS

per Annum Fixed Deposits for 3 months.

4% " 6 " 3%

5% " 12 " 11%

E. W. RUTTER,
Manager.

Hongkong, 12th August, 1903. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-
HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per
cent. per annum.

" 6 " 3% " 3%

" 12 " 11% " 11%

T. P. COCHRANE,
Acting Manager.

Hongkong, 18th May, 1903. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.,

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [16]

MAIL.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, SHANGHAI, ... About 13th Freight and
COLOMBO, PORT SAID and A. Thompson, R.N.R., November Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE, MANILA, ... About 16th Freight and
TIEN-TSIN, H.G.H. Lewellen, R.N.R., November Passage.

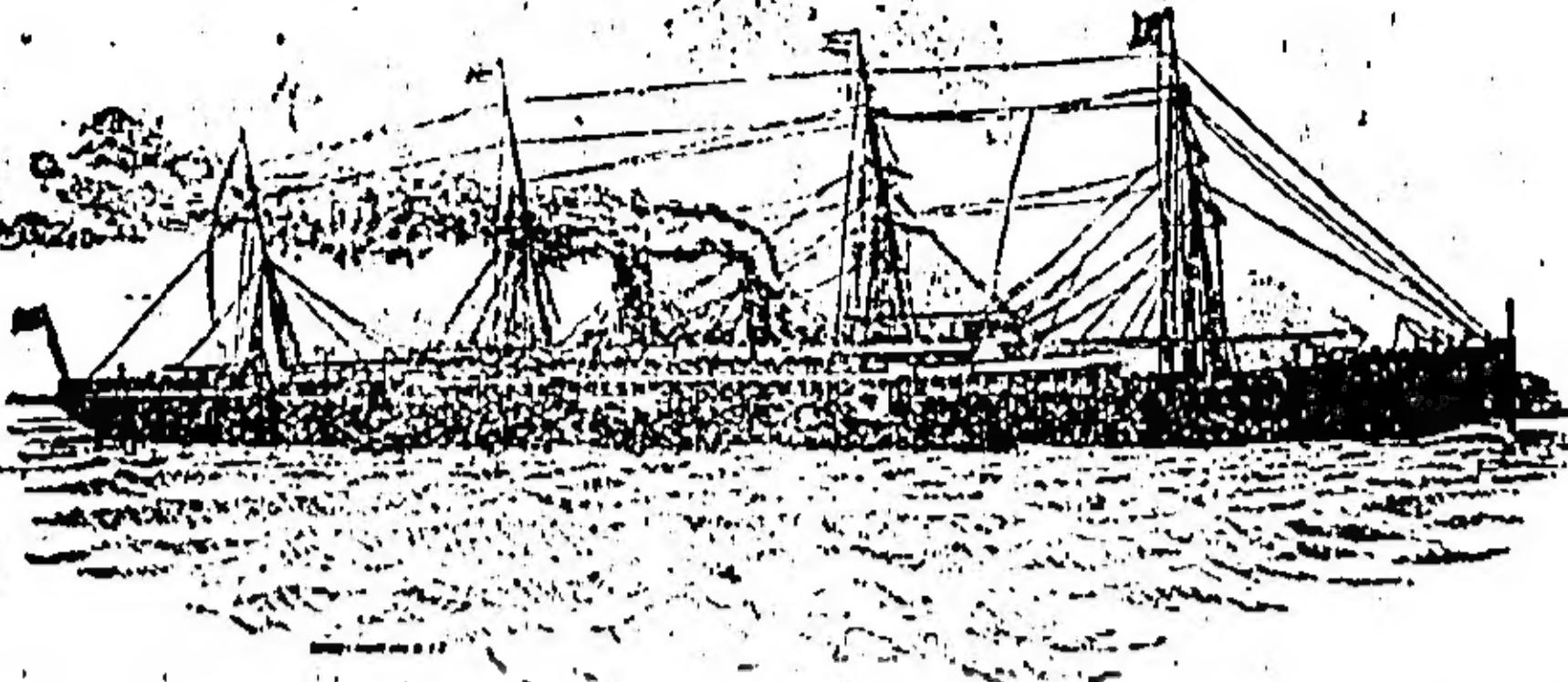
SHANGHAI, ... BALAARAT, ... About 20th Freight and
F. R. Summers, November Passage.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, FORMOSA, ... About 11th Freight and
COLOMBO, PORT SAID and B. H. W. Snow, December Passage.

M

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	... 6,307 Gross Tons... TUESDAY, 24th November, at Noon.
"SIBERIA"	... 11,284 " WEDNESDAY, 25th November, at Noon.
"COPTIC"	... 4,352 " WEDNESDAY, 26th November, at Noon.
"AMERICA MARU"	... 6,307 " FRIDAY, 28th November, at Noon.
"KOREA"	... 11,270 " SATURDAY, 29th November, at Noon.
"GAELIC"	... 4,205 " SATURDAY, 29th November, at Noon.
"HONGKONG MARU"	... 6,327 " SATURDAY, 29th November, at Noon.
"CHINA"	... 5,060 " TUESDAY, 2nd December, at Noon.
"DORIC"	... 4,784 " FRIDAY, 5th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, a. Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and stodiest passenger ships on the Pacific.

Southern Route: passengers enjoy out-door throughout deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 14th November, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships - 6,000 Tons - 10,000 Horse Power - Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	... 6,000 Tons	WEDNESDAY, 18th November.
"EMPERESS OF JAPAN"	... 6,000 " " WEDNESDAY, 16th December.	
"EMPERESS OF CHINA"	... 6,000 " " WEDNESDAY, 13th January, 1904.	
"ATHENIAN"	... 3,882 " " WEDNESDAY, 27th January.	
"EMPERESS OF INDIA"	... 6,000 " " WEDNESDAY, 10th February.	
"TARTAR"	... 4,425 " " WEDNESDAY, 24th February.	
"EMPERESS OF JAPAN"	... 6,000 " " WEDNESDAY, 9th March.	
"EMPERESS OF CHINA"	... 6,000 " " WEDNESDAY, 30th March.	
"EMPERESS OF INDIA"	... 6,000 " " WEDNESDAY, 20th April.	
"ATHENIAN"	... 3,882 " " WEDNESDAY, 27th April.	
"EMPERESS OF JAPAN"	... 6,000 " " WEDNESDAY, 13th May.	

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Itines of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
MARBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st Nov.	Freight.
Stern	HAMBURG	1st Dec.	Freight.
SUEVIA	(Calling at SINGAPORE and PENANG).	13th Dec.	Freight.
Argonia	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	29th Dec.	Freight.
Nurnberg	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	5th January, 1904.	Freight.
Ambria	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	About end of December.	Freight.
Nubia	NEW YORK via SUEZ.		
von Hoff			

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings,

Hongkong, 4th November, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	... 2,363 tons.....	Captain H. D. Jones.
"POWAN"	... 2,338 "	G. F. Morrison, R.N.R.
"FATSIH LIN."	... 2,200 "	A. J. Dix m.
"HANKOW"	... 3,073 "	C. V. Lloyd.
"KINSHAN"	... 2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	... 1,991 tons.....	Captain W. E. Clarke.
Do.	from Macao to Hongkong daily at 8 A.M. excepted.	

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Departures from Macao to Hongkong daily at 8 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	... 219 tons.....	Captain T. Hamlin.
Do.	leaves Canton to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.	

This steamer leaves Canton to Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA-STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	... 538 tons.....	Captain B. Branch.
"NANNING"	... 509 "	C. Butchart.
"TAK HING"	... 618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. [357c]

Intimations.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will

SAMSHUI TRADE REPORT.

Intimations.

THE

ROBINSON
PIANO
Co., LTD.

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.SPECIALY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.GREAT
REDUCTIONS

in our present stock of Pianos and Musical Goods.

THE APOLLO
MASTER PIANO
PLAYER

THE BEST OF ALL.

THREE STYLES.
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Miss Patti says that "The Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 28th October, 1903. [415e]

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.HONG KONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.
PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK.
INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS.

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 2nd April, 1903. [415d]

Intimations.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said, to be—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought and sold daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere a promise held in greater honour. Therefore when we say that the tried and effective remedy called

WAMPOLE'S PREPARATION.

never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases,—on its record. It is only recommended to accomplish what was made to accomplish. Its action in Chlorosis, Anemia, Scrofula, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod liver, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. One bottle proves its intrinsic value. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. "Watch carefully against imitations." Sold by chemists here and everywhere and A. S. Watson & Co., Limited.

THE TRADE MARKS ORDINANCE,
1893.APPLICATION FOR REGISTRATION
OF TRADE MARKS.

NOTICE is hereby given that CARLOWITZ & CO., carrying on business at Victoria, in the Colony of Hongkong, and elsewhere as Merchants, have on the 26th day of June, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS:

1. The Representation of an Anchor.
2. The Representation of a Chinese Boy riding a Bicycle.

in the Name of CARLOWITZ & CO. who claim to be the Proprietors thereof.

The said Trade Mark Nod. 1 is intended to be used by the Applicants forthwith in respect of the following Goods:

Iron and Steel Pig or Cast, Iron Rough, Iron Bar and Rail including Rails for Railways, Iron Bolt and Rod, Iron Sheet and Boiler and Armour Plates, Iron Hoop, Lead Pig, Lead Rolled, Lead Sheet, Wire, Copper, Zinc and Gold in Ingots in Class 5.

Sewing Machines, Weighing Machines, Machining Tools and Mining Machinery in Class 6.

Knives, Forks, Scissors, Shears, Files and Saws in Class 12.

Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.

Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.); Sheffield and other Plated Goods and Gilt and Ornament Work in Class 14.

Window, and Plate Glass, Painted Glass, Glass Mosaic and Glass Beads in Class 15;

Boats, Chain Cables and Rigging in Class 21.

The said Trade Mark Nod. 2 has been used by the Applicants since the month of October, 1901, in respect of the following Goods—

Knives, Forks, Scissors, Shears, Files and Saws in Class 12.

Anvils, Keys, Basins (Metal), Needles, Hoes, Shovels and Corkscrews in Class 13.

Plate, Clock Cases and Pencil Cases of Precious Metals (including Aluminium, Nickel, Britannia Metal, &c.); Sheffield and other Plated Goods and Gilt and Ornament Work in Class 14.

Cotton Yarn, and Sewing Cotton not on Spools or Reels, Sewing Cotton on Spools or Reels in Class 23.

Cotton Shirtings and Long Cloth in Class 24.

Cotton Lace, Cotton Braids and Cotton Tapes in Class 25.

Linen and Hemp Yarn and Thread in Class 26.

Linen and Hemp Piece Goods in Class 27.

Linen and Hemp Goods (not included in Classes 26, 27 and 30) in Class 28.

Jute Yarns and Tissues, and other Articles made of Jute (not included in Class 30) in Class 29.

Silk, spun, thrown or sewing in Class 30.

Silk Piece Goods in Class 31.

Silk Goods (not included in Classes 30 and 31) in Class 32.

Yarns of Wool, Worsted or Hair, in Class 33.

Cloths and Stuffs of Wool, Worsted or Hair, in Class 34.

Woollen and Worsted and Hair Goods (not included in Classes 33 and 34) in Class 35.

Hats of all kinds, Caps and Bonnets, Hosiery, Gloves, Boots and Shoes, and other ready-made Clothing in Class 36.

Envelopes, Sealing Wax, Pens, (except Gold Pens), Ink, Playing Cards, Blotting Cases and Copying Presses in Class 39;

Umbrellas, Walking Sticks, Brushes and Combs in Class 50.

Facsimiles of the said Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-signed.

Dated the 14th day of August, 1903.

JOHNSTON, STOKES & MASTER,

Solicitors for the Applicants,

8, Des Voeux Road Central,

Hongkong.

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HIGHER CLASS PHOTOGRAPHER,

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GING and COPYING in all Sizes.

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ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [415e]

Consignees.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, or at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

All Claims must be sent in to me on or before the 23rd instant or they will not be recognised.

No Fire Insurance has been effected.

J. STUART THOMSON,
Acting Agent.

Hongkong, 13th November, 1903. [1]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 9th November, 1903. [1434c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LEITH, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 16th November, 1903. [1434c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA
LLOYD.

LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.

All Claims for damage must be sent in before the 23rd November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 11th November, 1903. [653c]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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WATERS.

THE WATER we use is THE
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incipies.

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the latest design and most approved
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are used,

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ABSOLUTE
PURITY.

ENGLISH EXPERTS
manage our Factories, and their
technical knowledge and constant
pervision enable us to produce
articles of unrivalled excellence and
purity.

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HOTOGRAHIC
DEPARTMENT.

VELOPING AND PRINTING
UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903. [728]

ARMICHAEL AND
CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

URVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARNICHAEL" Hongkong.
B. C. Code, 4th Edition.

1 Code.

Letters Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to "The Manager." The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

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Single Copy Daily, ten cents; Weekly, twenty-five cents.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film—Advt.

His Majesty the King has approved the appointment of Mr. A. W. Brewin, Registrar General, as an official member of the Legislative Council.

BALL firing will be carried out by the 93rd Burma Infantry on Monday, between 9 a.m. and 1 p.m., on ground between Kowloon Pass and Grasscutters' Pass.

THE King has not been advised to exercise his power of disallowance with respect to the Ordinances Nos. 11 of 1902: 11 of 1903; 12 of 1903; and 13 of 1903.

If you want a first class photo of yourself you can get it at LeMunyon's.—Advt.

HIS Excellency the Governor has appointed Dr. P. Gibson to be deputy health officer of the port, for so long as he continues in partnership with Dr. G. P. Jordan, or until further notice, vice Dr. J. H. Swan.

THE *Avenir du Tonkin* reports that on the 7th inst., at Saigon, a young French lady fired four shots from a revolver at a gentleman. No names are mentioned, but it is stated that the victim, who is wounded in the head, is not expected to live.

A LONDON despatch has been received, in Tokio stating that thirty-five steamers loaded with Cardiff coal for the Russian Navy in the Far East will leave England within three months of date. Assuming each steamer to carry 5,000 tons we have a total quantity of 175,000 tons.

THE following rule was made by H. E. the Governor in Council, on the 11th inst.:—No person shall within the waters of the Colony kill or take any fish by means of any explosive whatsoever unless he shall have previously obtained the permission of the Captain Superintendent of Police so to do.

A GENERAL meeting of promoters of the proposed Central Bank of Corea took place at Seoul on the 1st inst. Chin Shoo-kun was elected as president. The capital of the bank is to be three million divided into 60,000 shares of yen 50 each. The Imperial Household will subscribe for 50,000 shares and the rest will be offered to the public. When one-fifth of the capital is subscribed, early next month, the authorities intend to authorize the bank to open for business.

IT is notified in the *Gazette* that for the purposes of Regulation No. III. in His Majesty's Order in Council of the 11th day of August last made under the Imperial Sugar Convention Act of 1903 (3 Edw. 7), the Colonial Secretary of Hongkong for the time being is the "Fiscal Authority" for this Colony, and that all certificates of origin relating to sugar to be exported must accordingly be declared before him and must be in the form of which copies can be had on application at the Colonial Secretary's office.

THE volcano of Maunalon, near Honolulu, continues in a state of eruption. Owing to the inaccessibility of the region, which is at an elevation of 13,000 feet, reports conflict as to whether there is a flow of lava, but agree that the illumination is visibly reflected from the clouds 150 miles away. One report says three streams of lava which started from the crater have merged into one lower down the mountain. An excursion steamer loaded with sightseers has left Honolulu and exploring parties have gone out from Lilo.

We are still doing business at 31, Des Vaux Rond. LeMunyon.—Advt.

THE Russians give as their reason for the re-occupation of Moukden that the Chinese failed to comply with their demand for the execution of two officials that killed a leader of mounted bandits, who was serving the Russians. The Russian authorities demanded the execution of these officials within five days. Failing compliance they threatened to capture Moukden. The actual reason for the re-occupation of Moukden, however, is believed to be due to Russia's objection to the opening of Moukden and Antung as provided for in the American and Japanese revised Treaties with China.—Asahi.

IT is reported from Peking that H. E. Li Ching-hsi (nephew of the late Marquis Li Hung-chang), at present Governor of Kweichou province, is going to be appointed Imperial High Commissioner to Kwangsi with full powers to crush the rebellion now going on there. The reason why Governor Li Ching-hsi has been selected for this work, it is stated, is due to the fact that while His Excellency was in Peking about five weeks ago he offered to the Throne to raise two million taels and equip a special force of 20,000 men to restore peace in Kwangsi province. It seems probable therefore that the central Government intends to take Governor Li at his word.

CH'AI PUI, translator in the Registrar General's office, has been appointed translator to the Land Court.

IT is reported that the steamer *Prism* has been sold, through Messrs. A. Drexell & Co., to Mr. K. Kishimoto, of Osaka.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—Advt.

THE prohibition to export arms, etc., has been extended for a further period of six months from and including the 28th inst.

THE National Gazette hears that the Chinese Government is about to order the adoption of European costumes in the near future.

SUBJECT to the King's approval, H. E. the Governor has appointed Mr. C. McI. Messer, assistant land officer for the New Territories.

N. C. D. News.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

PRESENTATION TO H. E. THE GOVERNOR.

CHINESE GRATITUDE.

An interesting ceremony took place at Government House at noon to-day when the *kaifong* of Second and Third Streets, in the Western District of the Colony, presented His Excellency the Governor with an embroidered canopy on the eve of his departure from Hongkong.

As well-known, the question of the successful treatment of Chinese plague patients is one that has engaged Sir Henry Blake's considerable attention. Early this year His Excellency undertook to carry out certain experiments in the worst district in the Colony; and was given two blocks in No. 9 District in which to conduct his experiments. The result of his Excellency's efforts to combat the plague in this district has already been published.

Those present at the function to-day were Sir Henry Blake, Lady Blake, Sir John Keane, A. D. C., Hon. W. Clitheroe, Hon. Dr. Atkinson, Dr. Pearce, Col. Welsh, R.A.M.C., Hon. A. W. Brewin, Registrar General, Inspector Gidley, Messrs. Fung W. Chun, Lau Chu Pak, Liu Yi, Lau Chiu, Cheng Tai, Mak Hi, Tsang Sang, Mak Chak, Kwoi Nam, Cheong Chi, Chan Chun, Tam Chun, Man Ling, Fung Ken, Yunn Shan, Wan Foon, Mang Yat, Chan Ki, Mak Sui, Chak Cheung, Man Chai, Fung Ken and Wong Wai, and the members of the *kaifong*.

Punctually on the stroke of twelve a characteristic Chinese procession marched through the entrance gates, headed by two boys carrying lanterns on which were characters meaning, "With the greatest respect, we appreciate your Excellency's benevolence," and after passing the main porch of Government House it halted for the representatives of the *kaifong* to alight from their chairs.

After the members of the Committee had been presented to the Governor, Mr. Liu Yi said:—"Your Excellency,—The members of the Committee representing the *kaifong* of Second and Third Streets are met here to-day to crave your Excellency's pleasure to accept a memento of the work which your Excellency, at great personal inconvenience, conducted in the interest and for the protection of the lives of the inhabitants of No. 9 District in this Colony. At the commencement of the annual visitation of plague this year, your Excellency inaugurated the experiments in the treatment of Chinese patients. Those experiments resulted in immense benefit to the people in that locality. The sympathy for the suffering of the poorer citizens of this Colony, so generously manifested by your Excellency, deeply touched them, and moved us, as the representatives of the district which came under your special and benign care, to an expression of our gratitude to you. It was the unpronounced desire of every one of us that a souvenir should be subscribed for and presented to your Excellency now that you are so shortly to leave Hongkong at the conclusion of your period of administration here. This souvenir takes the form of a canopy of no intrinsic value, but testifies none the less to the sincere appreciation and thankfulness of those who feel, so sensibly, your Excellency's solicitude for the assuagement of their troubles when beset us with the calamitous ills such as beset us with each direful visitation of the dreaded scourge. We beg you, Sir, to accept the memento with our reiterated thanks. With this expression we couple the prayer that both you and Lady Blake may have long years before you to enjoy to the full the blessings of health and prosperity and the reward of His Majesty for the unqualified success of your administration in Hongkong. Like the Chinese in this Colony, the natives in the new sphere of your sympathetic government will not take long to realize what a loss we suffer by the inestimable gain they attain in your elevation to a higher post in the service of the King in Ceylon.

H. E. the Governor said:—"Mr. Liu Yi and members of the Committee of the *kaifong* of Second and Third Streets, I have received from time to time addresses and presentations, but never one that I have received with greater pleasure than this beautiful umbrella which will be a memento of the work that you and I undertook and carried out during last summer—work, the effect of which may be more far-reaching than is considered probable at present; for it has shown that it is possible to secure the co-operation of the people in public work as in private business, and such co-operation smooths away difficulties and carries out with pleasant ease precautions that, under other circumstances, are only irritating. I have already spoken to you and thanked you for your assistance, and I take this opportunity of saying how much the district is indebted to the good work done by Dr. Yeung Chuk Hing, of the Tung Wa Hospital, who visited the experimental block twice, and some times three times, each day and gave medical attendance, where necessary, without fee or reward. I am glad to hear that your influence has spread to the neighbouring districts and that at present High Street and other parts of No. 9 District are working in co-operation with the Sanitary Board. Dr. Pearce informs me that the cleansing operations in No. 9 District are proceeding with three times the rapidity that they are in any other district in the city. This is very satisfactory, and I hope that the system which you have inaugurated will ultimately extend or, in a short time extend, to the whole city, and that I shall hear, when far away from Hongkong, that the sanitary board has ceased to be looked upon by the people with fear and trembling, and that the medical officers of health are received, as you receive them, as friends, and that the duties of the sanitary inspectors will be rendered light by the personal supervision of the *kaifong* of the district. When that time comes, I hope and I think that the health of the city will be greatly improved, and you will be proud that you were the first to assist in the inauguration of a

system, the result of which may be the clearing of the city from this terrible plague with which we have been scourged for the past ten years. I thank you most heartily for this beautiful presentation, and I shall ever remember that you, who have presented it to me, have shown me how easy it is to induce the Chinese people to assist in the operations that are undertaken for their benefit when these operations are explained to them in the beginning. I hope you will convey to the inhabitants of the experimental block, with which I was so closely connected, my high appreciation of the manner in which they met me on that occasion, and the manner in which they carried out the instructions given them by me. I earnestly pray for the health and happiness of you and them, and your freedom from the dangers that, in the future, may possibly threaten this city. (Applause.)

The proceedings then terminated.

The canopy is a fine specimen of Chinese embroidery, measuring about ten feet in diameter. It is worked in gold thread on crimson silk, and is, according to Chinese custom, a fitting symbolic presentation to a personage holding the high rank of a governor. The design is essentially Chinese, and depicts the usual characteristic emblems of mythical dragons, phoenix, and women on horseback.

A prominent feature is the Chinese characters in gold on a green ground (赤保仁), meaning "In your goodness of heart you protect the people."

On two long ribbons are inscribed the names of the committee in red letters, and a silver plate sewed on to the ribbon has engraved on it the following inscription:—

To His Excellency

Sir Henry A. Blake, G.C.M.G.,

Governor of Hongkong,

Commander-in-Chief

and Vice-Admiral of Same.

Chan Ki. Kwok Nam.

Chak Cheung. Fung Kun.

Mak Sui. Shai Ki.

Mac Hi. Tsang Sang.

Mac Chak. Cheong Chi.

Lau Chiu. Wan Fun.

Liu Yi. Mang Yat.

Wang Wah. Chan Chun.

Tam Chun. Fung Ken.

Man Ling. Man Chai.

Cheng Tai. Second and Third Street *kaifong*.

CONFLICTING TESTIMONY.

Another serious robbery with violence is reported from Yaumaut, and when the facts were related to the Magistracy this morning there appeared to be a wide difference in the tale told by the witnesses. It was alleged that between eight and nine o'clock on Thursday evening three men hailed a sampan woman plying off the Yaumaut shore and when they got aboard she was directed to pull to a certain junk lying some distance away. This she proceeded to do, but had not got very far on the journey when one of the men seized her and threw her down, another robbed her of jewelry, valued at \$22, and the third man got hold of the car and commenced pulling the boat back to the shore. The woman alleged that she was thrown overboard, but managed to cling to the stern and shout for assistance. An Indian constable hearing the noise went to the water's edge just in time to see one man spring out of the boat and rush away. He alleges that he got the other two, but the assertion is not corroborated by two sepoys, who stated that, hearing the cries of "Save life" coming from the boat, they waded in the water and seized the man who was holding the woman. The other two, they say, sprang overboard, one of whom they caught. The Indian constable asserted that he arrested one man, and the sepoys handed another over to him. The case was adjourned till Monday.

SOCIETY OF ST. VINCENT DE PAUL.

The annual *afresco fete*, in aid of the funds of the Society of St. Vincent de Paul, will be given to-morrow evening, from 9 to 11, in the grounds of the Roman Catholic Cathedral. The Society is one of the oldest charitable institutions in the world, having been founded in Paris in the 17th century, and the Hongkong branch has done, for many years, much good amongst the aged and poor in the Colony, by distributing gifts of food and clothing. The gathering will

TELEGRAMS.

(Reuters.)

The King and Queen of Italy's Visit to England.

London, 12th November.

It is officially announced that the King and Queen of Italy will arrive at Portsmouth on the 17th instant on board the Royal Yacht *Victoria and Albert* escorted from Cherbourg by a British squadron.

The Macedonian Atrocities.

Seven hundred and eighty men of the Frizzend Battalion have been tried at Salona for atrocities in the Vilayet of Adrianople; seventy-five were acquitted and the remainder banished to Yemen.

LATER.

France—Church and State.

Mr. Combes, speaking in the Senate, said that in the course of the session the Government would introduce a Bill prohibiting members of congregations to engage in education of any form; the Government had deferred applying the prohibition to the ordinary clergy, pending the decision on the question of the separation of Church and State which would probably come before Parliament in 1904. The Government was determined to end the present situation which disturbed the moral tranquillity of the country. The speech has made a great sensation.

(Manila *Cablenews*.)**Bulgarian Conspiracy.**

Vienna, 10th November.

Several Bulgarian officers have been arrested in Sofia, Bulgaria, for plotting against the throne of Prince Ferdinand.

Gold Coinage in Panama.

Colon, 10th November.

The new republic of Panama, which had been formed, or rather is now being formed out of the Department of Panama, of the State of Colombia, is to be on a gold basis from its start. The leaders of the revolution who will be the heads of the new government, announced this day. From its initiation the republic will guard against the evils of other South and Central American republics which suffer from a debased coinage.

Empress Dowager to Leave Peking.

Peking, 9th November.

The Dowager Empress is making speedy preparations to leave here. The difficulties in which the Empire has become involved have seriously unsettled her mind, and fearful of safety, she will attempt to elude those who see chaos in her undignified flight. Trouble is momentarily expected and great excitement prevails.

U.S. Transport "Sheridan."

Honolulu, 9th November.

The transport *Sheridan* has arrived here from San Francisco, all well on board.

U.S. Senator Dead.

Philadelphia, 9th November.

Senator Stephen B. Elkins is dead. Elkins has long been a power in the politics of Pennsylvania and exercised considerable influence in the United States Senate.

Candidates for the Speakership in U.S.A.

Washington, 8th November.

The republican caucus has agreed upon the Honourable Joseph Cannon of Illinois as the party candidate for speaker of the House of Representatives.

The Democratic caucus has agreed upon Representative Williams of Mississippi.

(Japanese Exchanges).

Russia Apologizes for the Hagiwara Incident.

Seoul, 4th November.

The Russian authorities have apologised to Mr. Hagiwara; but Russian soldiers continue to instigate the mounted bandits in the neighbourhood of Ryong-an to commit outrages on the junkmen who carry Japanese. The Russian ships at the place fire guns at random every night and a strict watch is still kept on Japanese. It is believed here that the Japanese authorities will not be satisfied with a nominal apology.

(Osaka Mainichi.)

War Still Possible.

London, 4th November.

The reports from Russia regarding the situation in the Far-East are again of a bellicose description.

All passports for officers in the Reserves have been interdicted.

Three additional Regiments for service in Manchuria are being formed.

Reported French Intervention.

London, 2nd November.

The *Gaul* (Paris), in the course of an article on the visit of Count Lamsdorff to Paris, and the meeting between the Russian Foreign Minister and M. Delcassé, attributes to the French Government an intention to unite with Russia in bringing pressure to bear upon Japan to conform to Russian requirements.

The *Gaul* adds that the French Minister to Tokio has been instructed accordingly.

THE Daily World's London correspondent says: The projected scheme for the construction of a new admiralty graving dock at Esquimalt, if carried out, will be a great boon, not only to Pacific station but to the Chinese station, where so many immense first-class battleships and cruisers are stationed. The flagship *Grafton* could scarce scrape through the entrance of the existing dock and would only have a foot or two of water below her on the sill, whilst first-class cruisers of the *Spartan* and *County* class could not enter at all. The 65 feet entrance of the dock limits its occupants to 8,000 tons cruisers.

THE "EMPEROR"-"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 7th November. Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, N. S. M. Sirius, Naval Assessor.

The Imperial Chinese Government, the owners of the cruiser Kwang Tai & the owners of the steamers Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Rymonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

(Lieut. Chang's examination in chief continued)—I went from the bridge in a few minutes to the deck to inspect the damage done by the collision. On the port side I saw a gash and a cutter damaged and a gun on the port-quarter swung round, the muzzle pointing forward. The gun carriage was broken. This was a 40-pounder gun. The muzzle would ordinarily project more than a foot from the side of the ship. There was no other damage there, but below the waterline the water was pouring into the ship, but I cannot exactly locate from where. Before the collision, while I was on the bridge, I did not lose my presence of mind. I did not feel anxious even, because I thought the overtaking ship would keep out of the way.

Mr. Sharp remarked that defendants did not suggest the cruiser's officers lost their presence of mind on account of the Empress behind them, but on account of a junk in front of them.

Witness—I saw a small light as of a junk on our port side. Junks usually carry a common glass lamp, giving a light visible with the naked eye on a night like this at about two miles' distance. We use telescopes on our ship and have them on the bridge and use them from time to time. I scanned the horizon several times and saw this junk, but it was not in the way and I did not lose my presence of mind. It looked as though the Empress would pass the cruiser very close, but the Captain gave no orders to give any particular signals to her. From my experience in the navy I considered a safe distance for a steamer to pass another ship would be a mile.

Mr. Sharp—I should think to pass a Chinese man-of-war that would be perhaps a safe distance.

Mr. White-Cooper put in tracings of the original plans of the Quangtai, sent down from Foochow.

Witness—The ram of the Quangtai projects 3 feet from the bow. The Quangtai takes about six minutes to swing round in a complete circle when going at full speed. The diameter of the circle would be about 700 yards, and the circumference more than 2,000 yards. That would be with the helm hard over. The figures are those which have been told to me; I have only been two months on board and have not tried by myself.

His Lordship asked if any witness would be called to state that turning trials had been made on the ship.

Mr. White-Cooper feared not since the Captain was drowned.

His Lordship remarked that it was quite evident witness did not know how long it would take to swing round.

Witness—I had been to Hongkong and back, once on the Quantai, but had not been on any naval manoeuvres with her.

His Lordship thought it right to intimate the impression made on the expert minds of the Assessors and suggested that it was not worth while to continue this line of evidence. Mr. White-Cooper was, he said, really cross-examining his own witness.

Witness—Our bowsprit is 20 feet long. I left the Quangtai after the collision at 1.30 a.m. in one of the Empress's boats. The Empress was then lying about a mile off. The effect of the collision was not to take the way off the Quangtai, which drifted, however, some distance, though I do not know which way. I saw the Quangtai sink, stern first. After the collision occurred, but not until just before the Quangtai sank, I saw some junks. These came very nearly up to the Quangtai. The junk I saw before the collision was about two or three miles off.

Wong-toon, (cautioned): I am employed in the Foochow Arsenal. I was the student of the designer of the Quangtai when she was built. The original plans are at the Arsenal. The tracings produced are correct. They were not made by me.

Lieut. Chang, recalled and cross-examined by Mr. Sharp: I was assistant navigating lieutenant of the Quangtai. On this particular night the Captain was himself navigating the ship during the whole of my watch. From 11 p.m. onwards the Captain did not leave the bridge; all the orders as to navigation were given by him. I myself first observed the Empress at 11 p.m. but others on the cruiser had seen the lights earlier. I was told the light was astern before I looked round, and saw it. When I saw the light it was dead astern; there were two masthead lights visible. A little later I saw also the two side lights. The Empress was, as nearly as I could tell, in a line with us. Every time I looked round I still saw the two side lights astern. I saw them about five minutes before the collision. Between that time and the collision I did not look round again. It was quite correct that five minutes before the collision the Empress was dead behind, was overtaking us quickly, but that I did not take the trouble to look round again. At 11.15 the first report was received from the lookout at the stern. The ships were then about six or seven miles apart. The captain gave the order that the Quangtai was to keep her course. The quartermaster would not have changed his course if this order had not been given. No measures were taken by the Quangtai to avoid the collision, except to keep her course. I know the duties of an overtaken ship. I consider it the right thing for an overtaken ship, when another is right behind simply to keep her course.

Mr. Sharp—Then I think you will have much to learn before you leave this Court.

Witness put the models in the positions he considered the ships occupied before the collision and then moved them through the stages of the collision. In answer to further question he said: The bows of the two ships swung apart before the bow of the Empress got up as far as the Quangtai's bridge. I did not see the bow myself; I only saw the light on it, when the bows were swinging apart. It was the two aft-boats of the Quangtai that were carried away. Our foretop had already been taken down on account of a typhoon. At no stage whatever of the collision did the bows of the two vessels come together. Our bowsprit never struck the bow of the Empress nor did our port bow strike the starboard bow of the Empress. The course of the Quangtai was not changed just before the collision in order to avoid a junk. The course of the Quangtai had not been changed on account of a junk the whole time I was on the watch. Just after passing Lamock Island we saw a large steamer pass us on our port. Her lights were visible on our port bow the whole time, but she was a long way off. Our course W.S.W. was subject to a 5° deviation. We have a deviation table in the compass box. The deviation table was tested for this particular voyage and was 5° W. I do not know whether the hole made in our port quarter was large or not. It took an hour and three-quarters for the ship to sink. When the water began to pour in the Commander gave orders to have the pumps worked. I suggested putting a sail over the hole, but this was not done. There ought to be proper collision mats on board, but I had only been on board two months and did not know whether there were any or not. I made the entries in the log for my watch. The times of the changes of courses were entered in the log in the "remarks" column, and only the actual course being made was entered in course column each hour. The entries I made in the course column were correct. According to the book the course at 9 p.m. was W.S.W.; at 10 p.m. it was also W.S.W. In the remarks column was an entry that at 9.30 p.m. the course was altered to S.W. by W. 78° W. magnetic. No notice was taken of that alteration in the course column. At 10 p.m. the actual course was W.S.W. again but there was no entry in the log to show how it got back there. Sometimes the intermediate changes were not entered. I do not know whose notation we use in recording the weather in the log. "C" means "cloudy, mist." During the whole of my watch on this night the weather letter is "M," which mean mists. In spite of that we saw the Empress about eight or nine miles away and saw the stars sometimes. The moon rose after the collision occurred. It was a clear night generally, but there was a slight, cloudy mist about. The vessel was seen at the distance named by the aid of glasses. The night was dark, the wind S.W., with a force of 2, according to the log.

Mr. Sharp—I put it to you that the night was as nearly as possible calm and that what wind there was, was E.?

Witness—it was S.W.

Mr. Sharp—in your preliminary act you say that the wind was blowing on the port bow?

Witness—Yes.

Mr. Sharp—Supposing the wind was very light from the East and you were travelling W.S.W. you would make a considerable wind yourselves?

Witness—Yes.

Mr. Sharp—Would not the effect in those circumstances be, that the wind would be on your port side?

(To be continued.)

THE BANGKOK FREIGHT WAR.

The freight war between the North German Lloyd and the Rickmers line of steamers is at last at an end, the larger company having bought up the five vessels belonging to its rival. This is a repetition of a similar struggle with the Scottish Oriental S. S. Co. The era of cheap freights and passenger rates is now over, though it is well known that both sides have suffered severely by the protracted competition. It is stated the German line must have lost about £50,000 in obtaining the victory. The Chinese coolies were the biggest gainers by the struggle and they will soon find that the cost of a trip from Hongkong to Bangkok has increased considerably. Formerly, they paid less for making the journey than they would have for living on shore during the same space of time. It is also more than probable that freights between the two ports will augment considerably, as the N. G. L. has now nearly all the carrying trade in its hands.

Lieut. Chang, recalled and cross-examined by Mr. Sharp: I was assistant navigating lieutenant of the Quangtai when she was built. The original plans are at the Arsenal. The tracings produced are correct. They were not made by me.

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COMMERCIAL.**RAUBS.**

OCTOBER-NOVEMBER CRUSHING.
A telegram received in the Colony to-day gives the result of the last crushing as 750 ounces gold from 3,000 tons ore.

WEEKLY SHARE REPORT.

In their report, dated 13th inst., Messrs. Benjamin, Kelly and Potts state:—

During the period under notice business has again been very limited and the only noteworthy movement in the local market has been a rise, owing to the fall in exchange, in the value of Hongkong and Shanghai Banks. The Hongkong Steam Waterboat Company, Limited, has advertised its third annual meeting of shareholders for the 24th November. The transfer books will be closed from the 19th to 24th instant, both days inclusive.

Banks.—Hongkong and Shanghai Banks have continued to advance and close in

demand at \$642. The London rate rose to £65 during the earlier part of the week but has since receded to £63. Nationals have improved to \$29.

Marine Insurances.—China. Traders have been placed at \$60 at which rate more shares are inquired for. All other stocks are quiet at quotations.

Fine Insurances.—Hongkong Fires are on offer at \$320. China Fires are also dull and without business at \$90.

Shipping.—Further transactions in Hongkong, Canton and Macao Steamboats at \$314 have to be recorded. Indo-Chinas have still further fallen and are in the market at \$73. China and Manilas are obtainable at \$19, and Douglas Steamships are steady at \$31. There are buyers of Star Ferries (old issue) at \$26, and the new shares can be procured at \$16. Shell Transports are still asked for at £17. Taku Tugs have inquiries at Tls. 36. Shanghai Tugs are unchanged.

Refineries.—China Sugars have improved to \$97 with no business to report. Luzons are neglected at \$10.

Mining.—Punjoms have been sold at \$1. Charbonnages are offering at \$600. Raubs remain unchanged at \$8. Chinese Engineering are out of favour at Tls. 6.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further strengthened their position, and shares can be placed at £203, but until higher prices are offered we do not expect to see many shares changing hands. Farnham, after touching Tls. 126, have receded to Tls. 122, at which rate sales have been effected. Kowloon Wharfs have found buyers at \$86. Hongkew Wharfs have dropped to Tls. 215, and are obtainable at the rate. New Amoy Docks are on offer at \$38.

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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL AND CONTINENT.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW AND LIVERPOOL "PROMETHEUS" On 17th November.
GLASGOW AND LIVERPOOL "PELEUS" On 28th November.
GLASGOW AND LIVERPOOL "DARDANUS" On 5th December.
GLASGOW AND LIVERPOOL "YANGTSE" On 12th December.
S.S. "PROMETHEUS" left Singapore 10th last p.m. and is due here 17th inst.

HOMEBWARDS.

FOR STEAMERS TO SAIL
GENOA, MARSEILLES & L'POOL "NINGCHOW" On 20th November.
LONDON & ANTWERP "POLYPHEMUS" On 24th November.
MARSEILLES, LDON & A'WERP "HYSON" On 8th December.
LIVERPOOL "ACHILLES" On 15th December.
MARSEILLES, LDON & A'WERP "PROMETHEUS" On 22nd December.
MARSEILLES, LDON & A'WERP "DARDANUS" On 5th January.
* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "PELEUS" On 30th November.
NAGASAKI, KOBE AND YOKOHAMA. S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS. TO SAIL

SHANGHAI "KWELLIN" 16th November, at 5 P.M.
KORE "CHANGSHA" 16th "
AMOY and MANILA "WUHANG" 17th "
MANILA "TSINAN" 17th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE "TSINAN" 17th "
MANILA "KAIFONG" 18th "
CEBU and ILOILO "HUPEH" 19th "
SHANGHAI "WHAMPOA" 20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.E.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th November, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT).	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Nov., at 10 A.M.
PERLA	1980	J. McGinty	"	

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 14th November, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KORE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail
"INDRAPURA" 4,899 A. E. Hollingsworth Nov. 14, 1903.
"INDRASAMHA" 5,197 W. E. Craven Dec. 14, "
"INDRAVELLI" 4,899 R. P. Craven Jan. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.**PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.**

Destinations. Steamers. Captains. Sailing Dates.
FOR ANPING "MAIDZURU MARU" T. Saito WEDNESDAY, 18th Nov.
FOR FOOCHOW* "ANPING MARU" J. Poto SUNDAY, 22nd Nov.
FOR TAMTSUI* "DAIJIN MARU" T. Ogata SUNDAY, 22nd Nov.
FOR TAMTSUI* "DAIGI MARU" T. Kitano FRIDAY, 27th Nov.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as to North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, a No. 8, Des Voeux Road-Central.

T. ARIMA, Manager.

Hongkong, 14th November, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric

Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE Agents.

Hongkong, 8th July, 1903. [8048]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves Hong-

Kong for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation

for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4, Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD. No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [3222]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Tickets including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., and Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [10736]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

THE Steamship

"KOWLOON," Captain Stehr, will be despatched for the above Ports, on MONDAY, the 16th instant,

For Freight, &c., apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th November, 1903. [12846]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the

Military Authorities that GUN PRACTICE will be carried out from the undermentioned

Batteries, and on the dates as specified opposite:

Southeast West in a South-Westerly direction at a range of about 2,000 yards, on the 20th November, 1903.

Lyemun (Swan) at a range of about 4,000 yards to the North of Futau Chau and 4,800 yards along the Western shore of Junk Bay, on the 21st November, 1903.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 13th November, 1903. [12836]

TOYO KISEN KAISHA

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROHILLA MARU Ernest Bent 3,869 FRIDAY, 20th November, at 11 A.M.

ROSETTA MARU H. S. Smith 3,876 —

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 13th November, 1903.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About.

"ORO" 19th Nov.

"ORONO" 1st Dec.

"LOWTHER CASTLE" 12th Dec.

"SIKH" 22nd Dec.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 12th November, 1903. [13391]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.

THE Company's Steamship

"PURNA"

Captain F. W. Packham, will be despatched as above on TUESDAY, the 17th instant,

at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 11th November, 1903. [13496]

FOR SHANGHAI, YOKOHAMA AND KO

Shipping.

ARRIVALS.

Nippon Maru, Jap. s.s., 3,437, Greene, 13th Nov.—San Francisco 15th Oct., Honolulu 22nd, Yokohama 5th Nov., Kobe 6th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.
Achilles, Br. s.s., 4,480, Williams; 13th Nov.—Singapore 7th Nov., Gen.—B. & S.
Ningchow, Br. s.s., 4,860, Riley, 13th Nov.—Tacoma 10th Oct., and Moji 9th Nov., Gen.—B. & S.
Kwangping, Br. s.s., 1,243, Blake, 13th Nov.—Ching-wan-ka 7th Nov., Gen.—C. E. & M. Co.
Kansu, Br. s.s., 851, Sommerville, 13th Nov.—Iloilo 9th Nov., Ballast.—B. & S.
Kweihsia, Br. s.s., 1,072, McIntosh, 14th Nov.—Caston 11th Nov., Gen.—E. A. T. Co.
Clara, Jeb.-Gen. Ger. s.s., 1,103, Bendixen, 9th Nov.—Hongkong 7th Nov., Coal.—J. & Co.
Ayr, Br. s.s., 1,095, Gibson, 14th Nov.—Kutchinotz 10th Nov., Coal.—M. B. K.
Progress, Ger. s.s., 687, Bremer, 14th Nov.—Swatow 13th Nov., Gen.—S. & Co.
Rosetta Maru, Jap. s.s., 2,402, Smith, 14th Nov.—Manila 11th Nov., Gen.—T. K. K.
Glenfarg, Br. s.s., 2,368, Holman, 14th Nov.—Singapore 5th Nov., Gen.—McG. B. & G.
Whampoa, Br. s.s., 1,109, Lavers, 14th Nov.—Shanghai 10th Nov., and Swatow 13th, Gen.—B. & S.
Hongkong, Fr. s.s., 742, Suzzoni, 14th Nov.—Haiphong and Hoikhow 13th Nov., Rice—Pigs and Bullocks.—A. R. M.
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 11th Nov.—Moji 9th Nov., Coal.—Mr. H. U. Jeffries.

Departures

Nov. 14.

Doris, for San Francisco.
Wosang, for Tientsin.
Kanangor Maru, for Singapore.
Taichow, for Bangkok.
Telemachus, for Saigon.
Cannida, for Singapore.
Taicheng, for Swatow.
Ischia, for Singapore.
Showmut, for Tacoma.
Indrapura, for Portland, Or.
Loontang, for Manila.
Rubi, for Manila.
Rosetta Maru, for Manila.
Kwangping, for Canton.

Passengers arrived.

Per Achilles, from Singapore—493 Chinese.
Per Nippon Maru, from San Francisco, &c.—Rev. O. Gregory, Dr. W. J. Mallory, Messrs. A. H. Putney, J. A. Kirby, C. R. Bangs, Mr. and Mrs. F. C. Graves, Mrs. C. R. Craig, Misses R. H. Robson, H. Lurzinger, H. M. Ickittis, A. H. Perry, Misses L. Maxwell, A. E. Lee, H. H. Glover, O. E. Lutzenheiser, A. S. Allan, Rev. and Mrs. A. L. Grey and infant, Mr. C. Mayers, Mrs. H. T. Bosman, infant and 2 servants, Messrs. Ho Wing and servant, J. Iwaya, Mrs. C. Hayward, Mr. and Mrs. S. Yajima, Messrs. C. C. Mend, J. E. Rooney, Mr. and Mrs. A. C. Spring, Mr. R. Hancock, Bishop C. H. Brent, Messrs. F. L. Gunther, H. P. Wedgwood, Miss Hutchinson, Mrs. Lawrence, Messrs. Hunting, Rossomassler, The Misses Hunting, Mr. and Mrs. W. G. Rawick, Mr. A. G. Wood, Mrs. S. La Grange, Mr. S. Rossi, Mrs. L. Crawford, Mrs. Alice Hobbs, Mrs. Florence Sonnier, and 147 Chinese.
Per Whampoa, from Singapore—Mr. E. White, and 20 Chinese.
Per Whampoa, from Shanghai, &c. for Hongkong—Mr. McIntyre, and 34 Chinese.
Per Rosetta Maru, from Manila—Messrs. A. M. Roza Pereira, Jr., Dr. A. Rozilag, Messrs. E. H. Smith and family, Jose Verches, J. M. T. de Carvalho Ho, Dr. J. Albert, Messrs. Yung Po Man, J. Ichida, J. A. M. de Jesus, Rev. B. M. McCabe, Miss Alice E. Beaumont, Messrs Chin Wing Pack, Chiu Wo Sing, Chin May Yuen, S. U. Johnson, Chin Jui Man, W. W. Brice, Liao Sieung, Mr. and Mrs. Cho Ching Leong, and 48 Chinese.

Shipping Reports.

Str. Kansu from Iloilo.—Heavy N.E. gales.
Str. Ningchow from Tacoma, etc.—Strong monsoon in China Sea.

Str. Whampoa from Shanghai.—Strong wind and heavy sea, fine clear weather.

Str. Kwang Ping from Chingwantao.—Strong N.E. monsoon and heavy sea.

Str. Wakamatsu Maru from Moji.—Strong N.W. monsoon, generally fair weather.

Str. Hongkong from Haiphong.—Moderate N.E. monsoon, and fine weather throughout.

Str. Flintshire from London.—Heavy rains from Singapore to Paracels, with strong N.N.E. winds; from thence to Helen shoal which was breaking heavily, fierce N.N.E. wind, with very heavy sea and strong S.W. current.

Str. Achilles from Singapore.—Light N.W. winds and fine weather to 200 miles S. of Paracels; when wind freshened quickly, veering into the N.E. and blowing a strong monsoon, with heavy sea, and almost continuous light, drizzling rain.

Hongkong & Whampoa Dock Returns.
Tailor, at Kowloon Dock.
H.M.S. Blenheim
U.S.S. Monterey
U.S.S. Ajax
Carl Diederichsen
Tarlac
Lillebonne
Salamanca
Loosok
Heungshan
Rajaburi

Vessels in Port.

Steamers
Akai Maru, Jap. s.s., 3,995, Ekstrand, 3rd Nov.—Shanghai 31st Oct., Flour and Coal.—N. Y. K.
An Pho, Br. s.s., 966, Kynoch, 12th Nov.—Swatow 11th Nov., Gen.—R. & Co.
Borneo, Ger. s.s., 2,168, Muhole, 10th Nov.—Sandakan 11th Nov., Gen.—M. & Co.
Carl Diederichsen, Fr. s.s., 774, Schlaikier, 11th Nov.—Hoikhow 9th Nov., Gen.—J. & Co.
Changsha, Br. s.s., 1,463, Moore, 12th Nov.—Sydney 17th Oct., and Manila 9th Nov., Gen.—B. & S.
China, Ger. s.s., 1,113, Kruebbe, 13th Nov.—Hongkong 11th Nov., Coal.—E. A. T. Co.
Clara, Jeb.-Gen. Ger. s.s., 1,103, Bendixen, 9th Nov.—Hongkong 7th Nov., Coal.—J. & Co.
Daiji Maru, Jap. s.s., 847, Groves, 13th Nov.—Tamsui 10th Nov., via Amoy and Swatow 12th, Gen.—O. S. K.
Dr. Hans Jerg Kier, Norv. s.s., 691, Larsen, 23rd Oct.—Manila 17th Oct., Ballast.—E. A. T. Co.
Ellen Rickmers, Ger. s.s., 905, Henrichsen, 7th Nov.—Moji 1st Nov., Coal.—A. K. & Co.
Empress of India, Br. s.s., 3,003, Marshall, 27th Oct.—Vancouver 5th Oct., and Shanghai 24th, Mail and Gen.—C. P. R. Co.
Euplectilia, Br. s.s., 1,462, Stoff, 10th Nov.—Aroe Bay 20th Oct., Bulk Oil.—M. & Co.
Flintshire, Br. s.s., 2,347, Hassner, 13th Nov.—London 19th Sept., Gen.—S. T. & Co.;
Gregory Apcar, Br. s.s., 2,940, Olifent, 9th Nov.—Calcutta 24th Oct., and Singapore 3rd Nov., Gen.—D. S. & Co., Ltd.
Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov.—Kobe 4th Nov., Coal and Gen.—Tong Yung Chon.
Loosok, Ger. s.s., 1,011, Schnur, 26th Oct.—Bangkok and Koh-si-chang 16th Oct., Rice and Wood.—B. & S.
Madeleine Rickmers, Ger. s.s., 1,020, Sanders, 11th Nov.—Bangkok 2nd Nov., Rice.—A. K. & Co.
Marie Jebsen, Ger. s.s., 1,771, Meyer, 10th Nov.—Samarang 30th Oct., Sugar.—J. & Co.
Maria Rickmers, Ger. s.s., 1,017, Bandellin, 2nd Nov.—Bangkok via Hoikhow 25th Oct., Gen.—A. K. & Co.
M. Struve, Ger. s.s., 966, Brandt, 12th Nov.—Haiphong and Hoikhow 10th Nov., Rice, Pigs and Bullock.—C. & Co.
Mongkut, Ger. s.s., 859, Gotsche, 8th Oct.—Bangkok 1st Oct., Rice and Timber.—B. & S.
Oceana, Ger. s.s., 700, Janke, 8th Nov.—Caroline Islands 1st Nov., Copra.—S. & Co.
Petrarch, Ger. s.s., 1,251, Ahrens, 11th Oct.—Surabaya 30th Sept., Sugar.—S. W. & Co.
Rajaburi, Ger. s.s., 1,189, Wendig, 9th Nov.—Bangkok 1st Nov., Rice and Teakwood.—B. & S.
Sabine Rickmers, Br. s.s., 938, Nasbet, 8th Nov.—Mauritius 31st Oct., Kerison.—A. K. & Co.
Tungkong, 15th Nov., 9 A.M.
Canton—Per Kienian, 16th Nov., 7.30 A.M.
Haiphong—Per M. Struve, 16th Nov., 8 A.M.
Kobe—Per Changsha, 16th Nov., 11 A.M.
Shanghai, Nagasaki, Kobe and Yokohama—Per Flintshire, 16th Nov., 11 A.M.
Salamanca, Br. s.s., Scott, 27th Oct.—Singapore 19th Oct., Gen.—B. & Co.
Shanghai, Br. s.s., 2,041, Thompson, R.R., 12th Nov.—Fochow 10th Nov., Gen.—P. & O. S. N. Co.
Tai Lee, Ger. s.s., 821, Michelsen, 4th Nov.—Swatow 3rd Nov., Ballast.—Meyer & Co.
Tai Ping, Ch. s.s., 1,376, Brissander, 12th Nov.—Wuh and Chinkiang 5th Nov., Gen.—Order.
Thales, Br. s.s., 820, Robson, 13th Nov.—Swatow 12th Nov., Gen.—D. L. & Co.
Thea, Ger. s.s., 980, Oberleich, 11th Nov.—Canton 11th Nov., Gen.—J. & Co.
Trocas, Br. s.s., 2,657, Philip, 8th Nov.—Hawtow 1st Nov., Ballast.—A. K. & Co.
Tsintau, Ger. s.s., 1,002, Koch, 11th Nov.—Bangkok via Swatow 2nd Nov., Rice and Teakwood.—B. & S.
Victoria, Swed. s.s., 988, Hermansen, 27th Oct.—Surabaya 20th Oct., Sugar.—S. W. & Co.
Wongkol, Ger. s.s., 1,115, Reher, 12th Nov.—Hoikhow 10th Nov., Gen.—B. & S.

SAILING VESSELS.
Brilliant, Br. b., 3,600, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.
Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.
Helena Wyman, Am. b.s., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast.—Master.
Lillebonne, Am. s.h., 708, Finmen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.

Steamers Expected.

Vessels From Agents Due
Armand Behic, Singapore, M. M., Nov. 16
Aratoon Apcar, Singapore, S. & Co., Ltd., Nov. 16
Olympia, Victoria, N. P. Co., Nov. 16
Australia, Shanghai, M. M., Nov. 16
Tsiman, Kobe, B. & S., Nov. 17
Aragon, Singapore, H. A. L., Nov. 17
Siberia, Japan, P. M. Co., Nov. 20
Eastern, P. Darwin, G. L. & Co., Nov. 20
Tijpanas, Japan, H. s'f. & Co., Nov. 21
Laisang, J. M. & Co., Nov. 23
Em. of Japan, Vancouver, C. P. R. Co., Nov. 24
Tremont, Victoria, D. & Co., Nov. 25
Lillebonne, Portland, P. & A. Co., Dec. 4
Salamanca, Victoria, N. P. Co., Dec. 4
Cosmopolitan, America Maru, San Francisco, Dec. 8

THE WEATHER.

The following report is from Mr. F. G. Figge, Director of the Hongkong Observatory:
On the 14th at 11.35 a.m. The barometer has risen over N. China and the Philippines; fallen over the Loochoos.
The depression in the North seems to be moving into the N.E. part of the Sea of Japan. Pressure is high over N. China and relatively low over the Pacific to the S. of the Loochoos.

The monsoon will freshen again in the Formosa Channel. Strong monsoon over the part of the China Sea.

Forecast—Moderate N.E. winds; fine.

CHINA COAST METEOROLOGICAL REGISTER.

November 14th, 1903, am.

Bar. Th. Hu. Wind Wr.

Vladivostock, 7 a.m. 29.80 38 50 N 3 0
Emuro, 6 a.m. 29.92 — S 4 —
Hakodate, 11 a.m. 29.93 — SW 4 —
Tokio, 10.14 — NW 4 —
Kochi, 30.11 — — o —
Nagasaki, 30.15 — — o —
Rakushima, 30.15 — N 2 —
Oshima, 30.08 — SW 2 —
Naha, 30.01 — NE 4 —
Ishigakijima, 29.93 — NE 6 —
Taihoku, 30.06 — E 2 —
Taichu, 30.00 — — o —
Tainan, 29.99 — N 2 —
Kushun, 29.99 — NE 2 —
Pescadores, 30.02 — NE 8 —
Weihaiwei, 9 a.m. 30.31 — E 2 —
Gutzlaff, 30.24 — S 1 bv —
Sharp Peak, 30.11 — N 2 —
Amoy, 6.30 a.m. 30.12 63 78 W 1 b
Swatow, 9 a.m. 30.12 67 N 2 b
Canton, 10 a.m. — 66 68 S 1 b
Hongkong, 10.14 71 68 E 1 b
Victoria Peak, 30.11 — E 2 —
Gap Rock, 30.11 — ENE 3 —
Macao, 30.12 71 NNE 1 c
Manila, 29.92 86 71 WSW 1 c
Bacolod, 9 a.m. — N 3 0
Iloilo, 29.98 85 ENE 1 b
Cebu, 29.92 85 — S 1 c
C. St. James, 10 a.m. — — —

New 13 at Nov. 13 at
10 a.m. 30.14 30.02
Barometer 30.14 30.02
Temperature 69 70
Humidity 47 55
Rainfall — —

Post Office.

A Mail will close for:
Namiao—Per Taichu, 15th Nov., 9 A.M.
Sanbue—Per Hot Fu, 15th Nov., 9 A.M.
Macao—Per Wingchau, 15th Nov., 9 A.M.
Canton—Per Powan, 15th Nov., 9 A.M.
Swatow, Amoy and Tamsui—Per Daigai Maru, 15th Nov., 9 A.M.
Kongnou, Kunchuk and Shamshui—Per Tungkong, 15th Nov., 9 A.M.
Canton—Per Kienian, 16th Nov., 7.30 A.M.
Haiphong—Per M. Struve, 16th Nov., 8 A.M.
Kobe—Per Changsha, 16th Nov., 11 A.M.
Shanghai, Nagasaki, Kobe and Yokohama—Per Flintshire, 16th Nov., 11 A.M.
Shanghai and Chinkiang—Per Kweiliu, 16th Nov., 4 P.M.
Namiao—Per Taichu, 16th Nov., 5 P.M.
Sanbue—Per Hot Fu, 16th Nov., 5 P.M.
Macao—Per Wingchau, 16th Nov., 5 P.M.
Canton—Per Fatshan, 16th Nov., 5 P.M.
Canlon—Per Hankow, 17th Nov., 7.30 A.M.
Europe, &c., India, via Tuckum—Per Australien, 17th Nov., 11 A.M.
The following postage will be collected for:
For a Parcel not exceeding 3 lbs. in weight 50cts.
For 7 lbs. \$1.00
For 11 lbs. \$1.50
With an additional 50 cents Parcels may be sent via Brindisi and if posted before 3 p.m. on Friday, the 10th November, are due in London about the 20th December, and those posted before 3 p.m. on Friday, the 4th December, are due in London about the 3rd January, 1904.
All Parcels containing Jewellery or any article of Gold or Silver must be Insured, and all Insured Parcels must be sealed. The seals must bear the impression of a private mark.
Senders of Parcels are requested to post them a few days in advance.

Letters and Post Cards are now received for transmission to Europe via Dalny and the Trans-Siberian Railway, and should be marked accordingly. No printed matter can be accepted. The Rates of Postage by this route will be the same as at present via the Suez Canal.

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Craig, Mrs. C. R. Perry, Lt. and Mrs. A. F.
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for fitting should send for patterns and estimates, which will be
promptly forwarded free of charge. When ordering, always
send a well-fitting dress as pattern, so that we may get the exact
measurements and insure perfect fit without unnecessary delay.
If customer is not on our books, a deposit of at least half the
amount of estimate is required on placing all making up orders;
balance before delivery.

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Hats, Trimmed to order under European supervision.

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HOSEYER.
Ladies' and Children's Summer Cotton, Cashmere, and Lisle
Thread Hose, Children's White and Colored Socks. Ladies'
Openwork and Embroidered Cashmere, Spun Silk, and Cotton
Hose (Tan and Black and Colors).

SILKS AND SATINS.
Undoubtedly the very best stock in the Far East, and
includes English and French Silks and Satins in all makes and
colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards,
Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.
Accordion pleated Chiffons in all widths. Plain Chiffons
and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net,
Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.
Black, White and Colored, Plain and Fancy Ribbons, in
all widths and qualities.

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of new Lace Ties, Collars, and Robes, direct from the best
French houses.

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Wool Combinations, Silk and Wool Vests, Cholera Belts,
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Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

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A new and thoroughly up-to-date high class corset in rich
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THE RIBBON CORSET.
Ideally Cool for the East; this corset is made up of bands
of thick ribbon or petersham, fitting below the bust yet affording
perfect support.

November 14th.

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Single and Double beds, Camp, Air, and Chair beds. Infants'
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Silk-covered Eider Down and White and Colored Quilts.
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Standard, Table and Hanging Lamps, Coal Scuttles and
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Brooms and Brushes, Domestic Soaps, Black Lead, Knife
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Ideally Cool for the East; this corset is made up of bands
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